

Comment Set 28

From: Christine Finch <cfinch1@earthlink.net>
To: Valerie Van Way <vanwayv@slc.ca.gov>
Date: 4/12/2006 8:20 PM
Subject: Support the Bay Trail

Dear Ms. Van Way,

I am asking you to support the Bay Trail by providing public access easements, and building and maintaining Class I Bay Trail segments connecting:

A) Tewksbury Avenue with the existing trail on the south side of the Richmond/ San Rafael Bridge toll plaza area and

B) The north side of I-580 corridor with the City of Richmond's former Point Molate Naval Fuel Depot via the planned Bay Trail shoreline route.

I am a long time customer. I would deeply appreciate for your help in this matter of providing the Bay Trail access across your lands.

Sincerely,

Christine Finch

28-1

Response to Comment Set #28

28-1

Please see response to Comment 3-15.



Comment Set 29

City of Richmond, Office of the Mayor

April 10, 2006

Mr. Paul D. Thayer
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825

Dear Mr. Thayer:

I am very concerned that the February 2006 Draft Environmental Impact Report for the Chevron Richmond Long Wharf Marine Terminal Lease Consideration ignores the attached June 6, 2000 letter sent to you by my predecessor, Mayor Rosemary Corbin and fails to recommend mitigation by completing the Bay Trail connection with the City's Point Molate property.

The San Francisco Bay Trail Project is a top priority for the City of Richmond. As a result, Richmond now has 24 miles of Bay Trail completed -- more than any other City in the entire Bay area. The major problem remaining is closure of the gap linking our City's residential areas with Point Molate and the rest of the Point San Pablo Peninsula. This Bay Trail route is called for in Richmond's General Plan, Contra Costa Countywide Bicycle and Pedestrian Plan, ABAG's San Francisco Bay Trail Plan and MTC's Regional Bicycle Plan. The obstacle to closing this gap has been Chevron lands devoted to Long Wharf operations. Since the proposed new lease of State lands for operation of Long Wharf will prolong operation of this marine terminal, it is absolutely essential that mitigation be provided to ensure that the Bay Trail will be completed.

The DEIR recognizes (page 4.5-15, last paragraph):

"Granting a new lease for Long Wharf operations offers the opportunity to examine the potential for any adverse impacts to public access opportunities along this section of the Bay Trail segment linking Point Richmond with Point Molate. In addition, if the lease were denied, the shoreline facilities supporting the Long Wharf could be removed. With this area open, a trail could go though the area with no direct conflicting land uses, and the land could serve as safety buffer between the trail and the Refinery."

However, the DEIR fails to recommend mitigation for the significant adverse planning, recreational, transportation and land use impacts of a new lease.

29-1

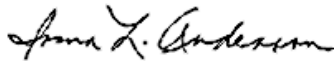
29-2

City of Richmond, Office of the Mayor

I support the April 4 letter sent by TRAC, the Trails for Richmond Action Committee to Ms. Valerie Van Way. Specifically, Chevron should be required to mitigate for the adverse impacts of this new lease by completing the Bay Trail between Tewksbury Avenue and the south side of the Richmond/San Rafael Bridge toll plaza area where Caltrans already has built the Bay Trail under the bridge. The July 31, 2001 "Feasibility Study of Bay Trail Routes to Point San Pablo Peninsula" by Questa Engineering Corporation & F.E. Jordan Associates, Inc. arrived at a recommended Option 2 route across Chevron land balancing cost and Long Wharf security needs in conjunction with the pleasure and safety of trail users. In addition, Chevron should be required to provide a public access easement for the planned shoreline Bay Trail route from the north side of the I-580 corridor to the boundary with the City's Point Molate property.

29-3

Sincerely,



Irma L. Anderson

Attachment: June 6, 2000 Mayor Corbin letter

cc: Valerie Van Way - SLC

Bruce Beyaert - TRAC

Letter mailed in addition to e-mailed.

Response to Comment Set #29

29-1

Please see response to Comment 3-1.

29-2

Please see the first two paragraphs of response to Comment 39-3. The issue areas listed in the comment are addressed, for the proposed Project, in Sections 4.1, Operational Safety/Risk of Accidents (marine transportation), 4.5, Land Use and Recreation, and 4.8, Vehicular and Rail Transportation.

29-3

Please refer to response to Comments 3-2, 3-3, 3-4, 3-5, 3-6, 3-7, 3-8, 3-9 and 3-15.